

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB 03I

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Delhi Township CODE# 061-21504

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 8 / 25 / 04

CONTACT: Robert W. Bass PHONE # (513) 922 - 8609

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 347-2874 E-MAIL rbass@delhi.oh.us

PROJECT NAME: Delshire Subdivision Improvement Project

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☐ 1. Grant \$555,000.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,110,000.00

FUNDING REQUESTED: \$ 555,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 555,000

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program

☐ Small Government Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2004 AUG 30 AM 8:30

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____ / ____ / ____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____ / ____ / ____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
- | | | |
|------------------------------|----|-------------|
| 1. Preliminary Engineering | \$ | <u>0.00</u> |
| 2. Final Design | \$ | <u>0.00</u> |
| 3. Other Engineer Services * | \$ | <u>0.00</u> |
| Supervision | \$ | <u>0.00</u> |
| Miscellaneous | \$ | <u>0.00</u> |
- b.) Acquisition Expenses:
- | | | |
|-----------------|----|-------------|
| 1. Land | \$ | <u>0.00</u> |
| 2. Right-of-Way | \$ | <u>0.00</u> |
- c.) Construction Costs: \$ 988,070.00
- d.) Equipment Purchased directly: \$ 0.00
- e.) Other Direct Expenses: \$ 0.00
- f.) Contingencies: \$ 121,930.00
- g.) TOTAL ESTIMATED COSTS: \$ 1,110,000.00

MBE Force Account
\$ \$

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>0.00</u>	<u>0</u>
b.) Local Public Revenues	\$ <u>555,000.00</u>	<u>50</u>
c.) Local Private Revenues	\$ <u>0.00</u>	<u>0</u>
d.) Other Public Revenues		
1. ODOT PID# _____	\$ <u>0.00</u>	<u>0</u>
2. EPA/OWDA _____	\$ <u>0.00</u>	<u>0</u>
SUB TOTAL LOCAL RESOURCES:	\$ <u>555,000.00</u>	<u>50</u>
e.) OPWC Funds		
1. Grant	\$ <u>555,000.00</u>	<u>50</u>
2. Loan	\$ <u>0.00</u>	<u>0</u>
3. Loan Assistance	\$ <u>0.00</u>	<u>0</u>
SUB TOTAL OPWC RESOURCES:	\$ <u>555,000.00</u>	
f.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,110,000.00</u>	<u>100</u>

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Delshire Subdivision Improvement Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

The Delshire Subdivision is located in south eastern Delhi Township and encompasses all or parts of eight contiguous streets. They are: Glenhaven Road (3256 feet from Calverton to Copperfield); Glenfield Court (303 feet from Glenhaven to end); Cloverhill Terrace (2266 feet from Calverton to Silverspring); Copperfield Lane (2396 feet from Glenhaven to Glenhaven); Deephaven Drive (741 feet from Copperfield to Champdale); Silverspring Drive (1728 feet from Copperfield to Cloverhill); Penfield Lane (870 feet from Cloverhill to Yorkwood); and Yorkwood Lane (882 feet from Cloverhill to Penfield)

PROJECT ZIP CODE: 45238

b: PROJECT COMPONENTS:

This partial reconstruction project consists of complete curb replacement, extensive full depth (5% of total surface) and partial depth (50% of all joints at 2" width) repairs, milling the existing overlay and a new asphalt surface. Drainage corrections will be made as needed.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Roadway widths vary from 37 feet to 25 feet. Old overlays are brittle and do little to mask the severe joint and block damage to the original surface. Water collects as ponds on the roadway surfaces (see photos) due to uneven and broken slabs beneath the overlays. Surface and subgrade level water intrusion causes base failures throughout. See additional support information for pavement management system ratings and roadway deficiencies. Photo documentation backs up the pavement management results and joint heaving (photos were taken in July).

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

Current service capacity design is adequate for the existing use. Maximum ADT = 1665 vehicles per day x 1.2 = 1998 total users.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$1,110,000.00	100%
State Funds Requested for Repair and Replacement	\$ 550,000.00	50%
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ 0.00	0%
State Funds Requested for New and Expansion	\$ 0.00	0%

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01/01/05</u>	<u>02/28/05</u>
4.2 Bid Advertisement:	<u>03/01/05</u>	<u>05/30/05</u>
4.3 Construction:	<u>07/01/05</u>	<u>12/15/05</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	<u>Jerome F. Luebbers</u>
TITLE	<u>Trustee – C.E.O.</u>
STREET	<u>934 Neeb Road</u>
CITY/ZIP	<u>Cincinnati, Ohio 45233</u>
PHONE	<u>(513) 922 - 3111</u>
FAX	<u>(513) 922 - 9315</u>
E-MAIL	<u>N/A</u>

5.2 CHIEF FINANCIAL

OFFICER	<u>Kenneth J. Ryan</u>
TITLE	<u>Clerk– C.F.O.</u>
STREET	<u>934 Neeb Road</u>
CITY/ZIP	<u>Cincinnati, Ohio 45233</u>
PHONE	<u>(513) 922 - 3111</u>
FAX	<u>(513) 922 - 9315</u>
E-MAIL	<u>ken.ryan@fortwashington.com</u>

5.3 PROJECT MANAGER

TITLE	<u>Robert W. Bass</u>
STREET	<u>Highway Supt.-Project Manager</u>
CITY/ZIP	<u>665 Neeb Road</u>
PHONE	<u>Cincinnati, Ohio 45233</u>
FAX	<u>(513) 922 - 8609</u>
E-MAIL	<u>(513) 347 - 2874</u>
	<u>rbass@delhi.oh.us</u>

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

☒ A certified copy of the legislation by the governing body of the applicant authorizing a designated Official to submit this application and execute contracts. (Attach)

☒ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

☒ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

☐ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.(Attach)

☒ Capital Improvements Report: (Required by 164 O.R.C. on standard form)

☒ A: Attached.

☐ B: Report/Update Filed with the Commission within the last twelve months.

☐ Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.

☒ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

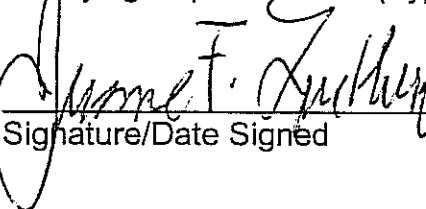
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Jerome F. Luebbers – Chief Executive Officer

Certifying Representative (Type or Print Name and Title)



August 25, 2004

Signature/Date Signed

**DELSHIRE SUBDIVISION
REHABILITATION**

ITEM	202 CON. WALK REM. AS DIR.	203 EXC W/ EMB (AS DIR)	251 P.D. REPAIR	252 RIDGID PMT. REPAIR	254 PMT. PLANE.	448 A.C. CON. SCR.	448 A.C. CON. SUR.	604 C.B. ADJ.	604 C.B. REC.	604 SAN. MH. ADJ.
MEASURE	S.Y.	C.Y.	S.Y.	S.Y.	S.Y.	C.Y.	C.Y.	EA.	EA.	EA.
COST PER	\$1.25	\$40.00	\$45.00	\$50.00	\$4.00	\$100.00	\$100.00	\$200.00	\$475.00	\$55.00
STREET										
Cloverhill	0.00	0.00	704.00	352.00	7,044.00	195.00	195.00	0.00	0.00	0.00
Subtotal	\$0.00	\$0.00	\$31,680.00	\$17,600.00	\$28,176.00	\$19,500.00	\$19,500.00	\$0.00	\$0.00	\$0.00
Copperfield	0.00	0.00	665.00	334.00	6,652.00	185.00	185.00	0.00	0.00	0.00
Subtotal	\$0.00	\$0.00	\$29,925.00	\$16,700.00	\$26,608.00	\$18,500.00	\$18,500.00	\$0.00	\$0.00	\$0.00
Deephaven	0.00	0.00	205.00	103.00	2,058.00	58.00	58.00	0.00	0.00	0.00
Subtotal	\$0.00	\$0.00	\$9,225.00	\$5,150.00	\$8,232.00	\$5,800.00	\$5,800.00	\$0.00	\$0.00	\$0.00
Glenfield	\$0.00	\$0.00	\$84.00	\$42.00	\$841.00	\$24.00	\$24.00	\$0.00	\$0.00	\$0.00
Subtotal	\$0.00	\$0.00	\$3,780.00	\$2,100.00	\$3,364.00	\$2,400.00	\$2,400.00	\$0.00	\$0.00	\$0.00
Glenhaven	0.00	0.00	1,154.00	577.00	11,538.00	321.00	321.00	0.00	0.00	0.00
Subtotal	\$0.00	\$0.00	\$51,930.00	\$28,850.00	\$46,152.00	\$32,100.00	\$32,100.00	\$0.00	\$0.00	\$0.00
Penfield	0.00	0.00	242.00	121.00	2,417.00	67.00	67.00	0.00	0.00	0.00
Subtotal	\$0.00	\$0.00	\$10,890.00	\$6,050.00	\$9,668.00	\$6,700.00	\$6,700.00	\$0.00	\$0.00	\$0.00
Silverspring	0.00	0.00	480.00	240.00	4,800.00	133.00	133.00	0.00	0.00	0.00
Subtotal	\$0.00	\$0.00	\$21,600.00	\$12,000.00	\$19,200.00	\$13,300.00	\$13,300.00	\$0.00	\$0.00	\$0.00
Yorkwood	0.00	0.00	245.00	123.00	2,450.00	68.00	68.00	0.00	0.00	0.00
Subtotal	\$0.00	\$0.00	\$11,025.00	\$6,150.00	\$9,800.00	\$6,800.00	\$6,800.00	\$0.00	\$0.00	\$0.00
Lump Sum	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies	2,000.00	150.00	380.00	190.00	1,890.00	105.00	105.00	10.00	10.00	10.00
Subtotal	\$2,500.00	\$6,000.00	\$17,100.00	\$9,500.00	\$7,560.00	\$10,500.00	\$10,500.00	\$2,000.00	\$4,750.00	\$550.00
Total Quantity	2,000.00	150.00	4,159.00	2,082.00	39,690.00	1,156.00	1,156.00	10.00	10.00	10.00
Total Price	\$2,500.00	\$6,000.00	\$187,155.00	\$104,100.00	\$158,760.00	\$115,600.00	\$115,600.00	\$2,000.00	\$4,750.00	\$550.00

2,062
4,159
6,241

Partial Depth - 50% of Transverse Longitudinal Joints at 2"
Full Depth - 5% of total Pavement Area

34,267 = 1.2%

**DELSHIRE SUBDIVISION
REHABILITATION**

ITEM	604 SAN. MH. REC.	604 STM. MH. ADJ.	604 STM. MH. REC.	608 CURB RAMP	608 SIDEWALK (AS DIR.)	609 CURB MOD.	614 MAINT. TRAFFIC	SPL CURB REP.	SPL DWNST. ADJ.	TOTAL COST
MEASURE	EA.	EA.	EA.	EA.	S.F.	L.F.	L. S.	L. F.	L.F.	
COST PER STREET	\$365.00	\$125.00	\$365.00	\$300.00	\$5.25	\$27.00	\$11,447.00	\$12.00	\$15.00	
Cloverhill Subtotal	0.00	0.00	0.00	8.00	0.00	0.00	0.00	5,072.00	0.00	
Copperfield Subtotal	\$0.00	\$0.00	\$0.00	\$2,400.00	\$0.00	\$0.00	\$0.00	\$60,864.00	\$0.00	\$179,720.00
Deephaven Subtotal	0.00	0.00	0.00	6.00	0.00	0.00	0.00	4,790.00	0.00	
Glenfield Subtotal	\$0.00	\$0.00	\$0.00	\$1,800.00	\$0.00	\$0.00	\$0.00	\$57,480.00	\$0.00	\$169,513.00
Glenhaven Subtotal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,482.00	0.00	
Penfield Subtotal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$17,784.00	\$0.00	\$51,991.00
Silverspring Subtotal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$604.00	\$0.00	\$21,292.00
Yorkwood Subtotal	0.00	0.00	0.00	8.00	0.00	0.00	0.00	\$7,248.00	\$0.00	
Lump Sum Subtotal	\$0.00	\$0.00	\$0.00	\$2,400.00	\$0.00	\$0.00	\$0.00	6,512.00	0.00	\$271,676.00
Contingencies Subtotal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$78,144.00	\$0.00	
Total Quantity	\$0.00	\$0.00	\$0.00	0.00	0.00	0.00	0.00	4,834.00	0.00	\$98,016.00
Total Price	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$58,008.00	\$0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,456.00	0.00	\$120,872.00
	\$0.00	\$0.00	\$0.00	6.00	0.00	0.00	0.00	\$41,472.00	\$0.00	
	\$0.00	\$0.00	\$0.00	\$1,800.00	\$0.00	\$0.00	\$0.00	1,764.00	0.00	\$63,543.00
	0.00	0.00	0.00	0.00	0.00	0.00	1.00	\$21,168.00	\$0.00	
	\$0.00	\$0.00	\$0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$11,447.00
	5.00	5.00	20.00	0.00	2,000.00	360.00	0.00	\$0.00	1,000.00	\$121,930.00
	\$1,825.00	\$625.00	\$7,300.00	\$0.00	\$10,500.00	\$9,720.00	\$0.00	\$6,000.00	\$15,000.00	
	5.00	5.00	20.00	28.00	2,000.00	360.00	1.00	29,014.00	1,000.00	\$1,110,000.00
	\$1,825.00	\$625.00	\$7,300.00	\$8,400.00	\$10,500.00	\$9,720.00	\$11,447.00	\$348,168.00	\$15,000.00	\$1,110,000.00

This is to certify that upon the satisfactory completion of this work,
the useful life of the streets on this project will be at least 20 years.

Signed: William M. Braggs P.E., P.S.

DELHI TOWNSHIP

Public Works Department

Robert W. Bass, Public Works Director



STATUS OF FUNDS

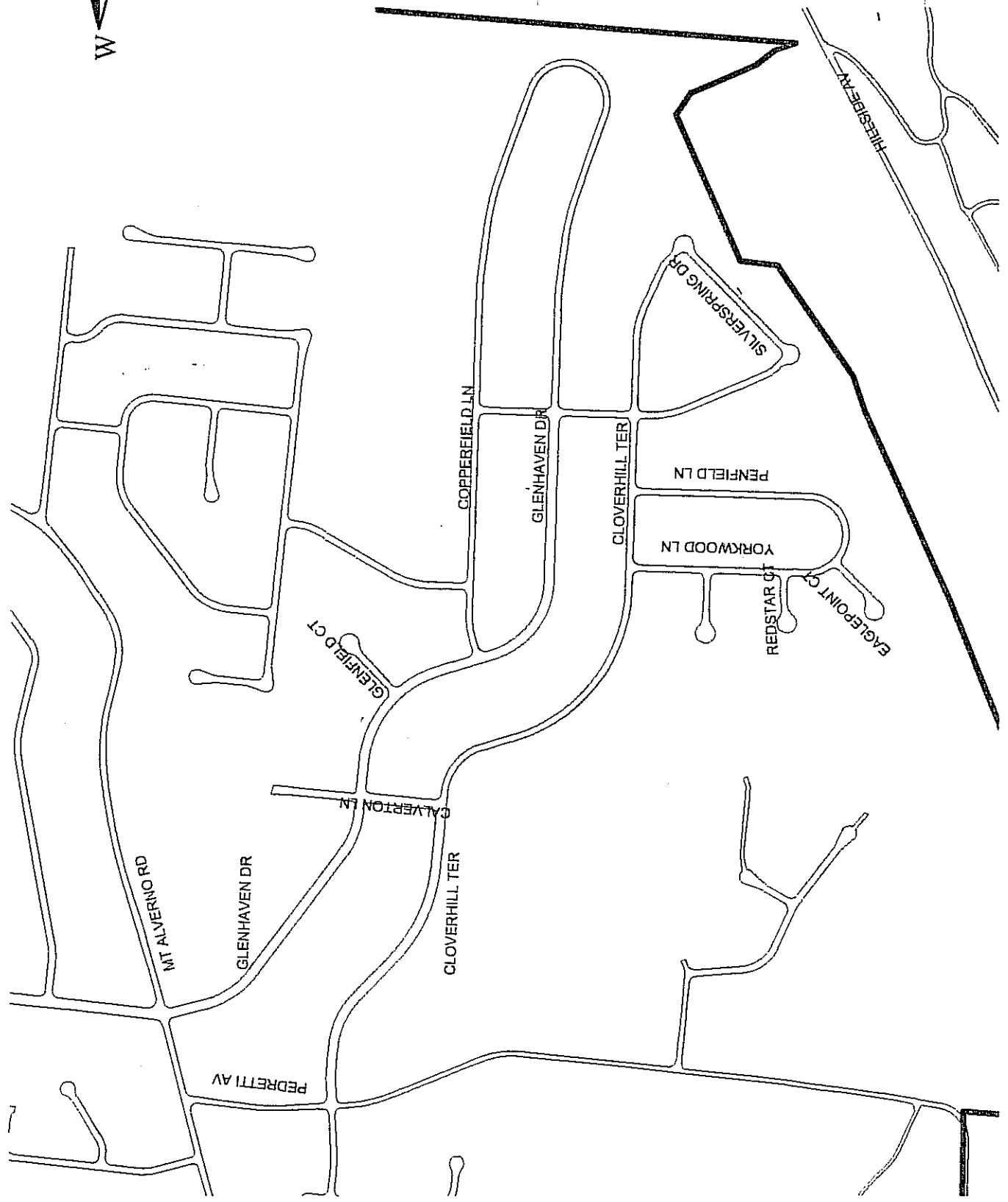
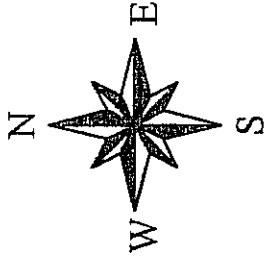
This is to certify that Delhi Townships portion for the funding of this project is available or will become available on January 1, 2005.

A handwritten signature in black ink, appearing to read "Kenneth J. Ryan", written over a horizontal line.

Kenneth J. Ryan

Township Clerk & Chief Financial Officer

DELSHIRE SUBDIVISION REHABILITATION



DELHI TOWNSHIP

Public Works Department

Robert W. Bass, Public Works Director



ENABLING LEGISLATION

Trustee Luebbers moved and Trustee Davis seconded to apply to the District 2 Integrating Committee for the below mentioned projects (in the priority order listed) and to appoint Jerome F. Luebbers as Chief Executive Officer, Kenneth J. Ryan as Chief Financial Officer and Robert W. Bass as Project Manager.

Projects being requested for SCIP Funding for Program Year 2003

1.) Delshire Subdivision Improvement Project (township construction match is 50%)	<u>\$ 1,110,000.00</u>
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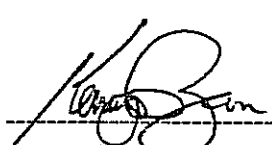
Grand Total	\$ 1,110,000.00
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Trustees Duebber, Davis and Luebbers voted aye at roll call. **Motion Carried.**

Certificate of Clerk

It is hereby certified that the foregoing is a true and correct copy of a motion passed by the Delhi Township Board of Trustees in session on August 25, 2004.

In witness whereof I have hereunto set my hand this 25th day of August, 2004.



Kenneth J. Ryan- Township Clerk

DELHI TOWNSHIP

Public Works Department

Robert W. Bass, Public Works Director



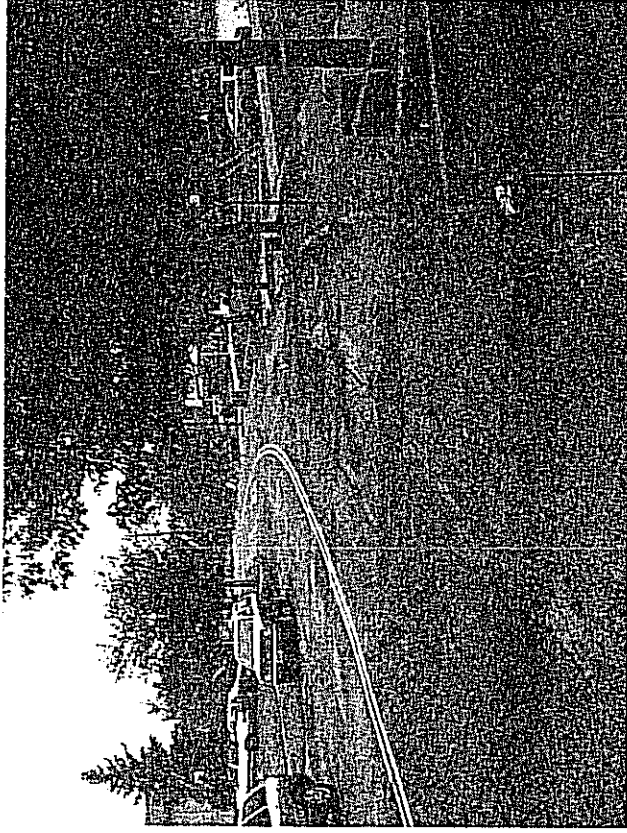
CERTIFICATION OF TRAFFIC VOLUME

This statement is to certify that traffic volumes noted for this project are true and correct to the best of my knowledge.

A handwritten signature in black ink, which appears to read "Jerome F. Luebbers". The signature is written over a horizontal line.

Jerome F. Luebbers,
Delhi Township Trustee and Chief Executive Officer

DELSHIRE SUBDIVISION IMPROVEMENT PHOTOS



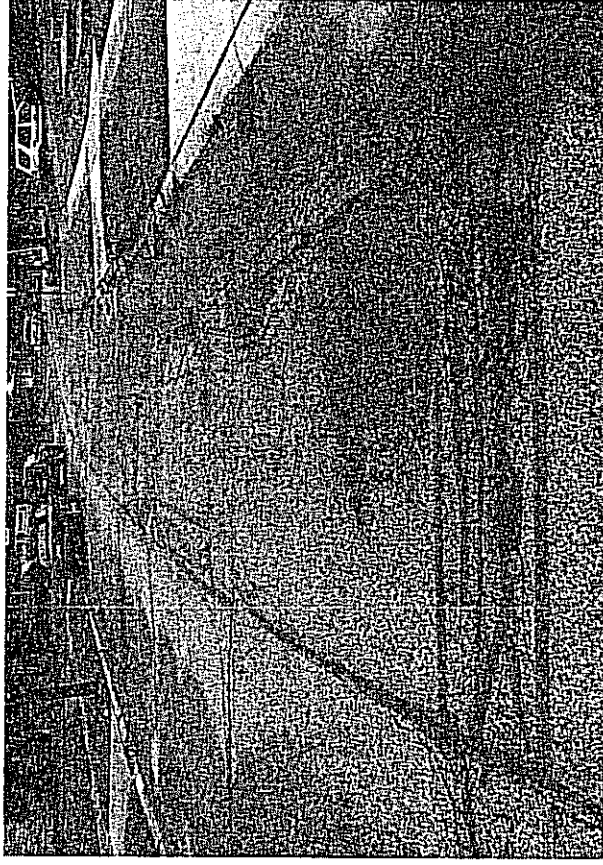
Broken blocks and shattered slabs throughout the project limits

Temporary joint repair patches

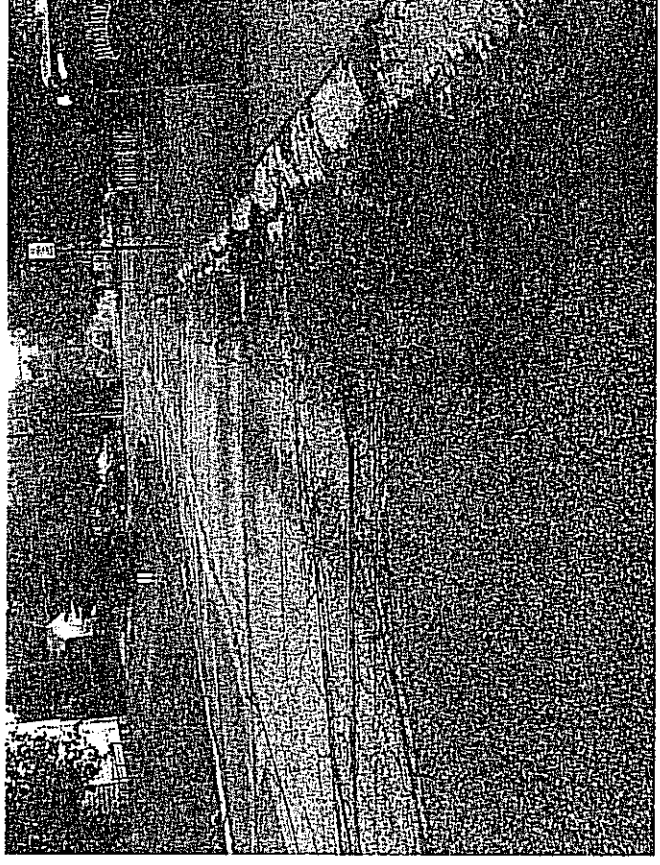


One of many locations of standing water in summer and icing in winter. Situation occurs in at least seven other locations including the intersection of Glenhaven and Silversprings.

DELSHIRE SUBDIVISION IMPROVEMENT PHOTOS



These photos show high severity deterioration in the categories of raveling; bond loss; patch deterioration; slippage, reflective longitudinal and transverse cracking; shattered slabs; potholes and settlement.



DELSHIRE SUBDIVISION IMPROVEMENT PHOTOS



Differential heaving of joints (particularly in winter months) causes the effect of speed bumps at many longitudinal joints. This makes safe passage at the posted speed limit very difficult.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2005 (July 1, 2005 through June 30, 2006), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES x NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Delhi Township's Independent Pavement Management System shows high severity deterioration in the categories of raveling; bond loss; patch deterioration; slippage, reflective longitudinal and transverse cracking; shattered slabs; potholes and settlement. The pavement rating shows an immediate maintenance priority and the ride quality is at the worst possible rating. The structural PCIs show as very poor and the cracking P.C.I. has failed leaving no alternative but to reconstruct. Overall pavement ratings average critical (FINAL PCI AVGs = 26.09 – Very Poor). Partial reconstruction is required to correct a multitude of subgrade and surface drainage problems that have caused the base to fail and roadway icing. Greater than 60% of the curbing has failed which necessitates replacement. Alligator type, block cracking throughout indicates full depth failure. The subdivision was developed in the 1950's and 1960s.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The Township has received numerous complaints over the past few years regarding the overall condition flaws on the streets in this application. Faulting joints heave in the winter months which produce the effect of multiple speed bumps throughout the project limits (see photo). This makes safe travel at the posted speed limit difficult. Safety will be improved upon completion of new curbing and other drainage improvements to handle surface and subgrade drainage. The re-establishment of a new, smooth riding surface throughout will eliminate the need to drive left of center to avoid potholes and faulted pavements. Photos confirm roadway ponding which causes icing in the winter months.

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will have no effect on the public health.

4) **Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Delshire Subdivision Improvements Project

Priority 2 _____

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) **Will the completed project generate user fees or assessments?**

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

N/A

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will have no effect on economic growth in the area.

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

None

9) **Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious capacity problems (be specific).

The project will have no effect on the level of service of the facility.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the

methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

a.) Are preliminary plans or engineering completed? Yes x No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No x N/A _____

c.) Are all utility coordination's completed? Yes _____ No x N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A x

If no, how many parcels needed for project? N/A Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Regional significance is minimal.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

None

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 1665 X 1.20 = 1998 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax x

Infrastructure Levy x Specify type Permanent 1.3 mill Road and Bridge Levy

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 19 - PROGRAM YEAR 2005
PROJECT SELECTION CRITERIA
JULY 1, 2005 TO JUNE 30, 2006

NAME OF APPLICANT: _____

DALHI TOWNSHIP

NAME OF PROJECT: _____

DALSHINE SUBDIVISION IMPROVEMENT PROJECT

RATING TEAM: _____

3

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

1-11 111 2 STAIRS

803' → 825'

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

Appeal Score _____

23 - Critical

☒ 20 - Very Poor

BASED ON DEFINITION

17 - Poor

Rating For Dam

15 - Moderately Poor

15-7

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score _____

20 - Considerably significant importance

15 - Moderate importance

NO PHOTO OF TRUCK

☒ 10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score _____

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

☒ 0 - No measurable impact

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

☒ 25 - First priority project

Appeal Score _____

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

5) Will the completed project generate user fees or assessments?

Appeal Score

- ☒ 10 - No
☐ 0 - Yes

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

Appeal Score

- 10 – The project will directly secure new employment
5 – The project will permit more development
☒ 0 – The project will not impact development

7) Matching Funds - LOCAL

- 10 - This project is a loan or credit enhancement
☒ 10 - 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

8) Matching Funds - OTHER

- 10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
☒ 0 – Less than 1%

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

Appeal Score

- 10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
☒ 2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

- ☒ 5 - Will be under contract by December 31, 2005 and no delinquent projects in Rounds 16 & 17
3 - Will be under contract by March 31, 2006 and/or one delinquent project in Rounds 16 & 17
0 - Will not be under contract by March 31, 2006 and/or more than one delinquent project in Rounds 16 & 17

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

Appeal Score

- 10 – Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
☒ 2 – Minimal or No Impact

12) What is the overall economic health of the jurisdiction?

10 Points

☒ 8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

☒ 0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

☒ 2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

☒ 5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR36 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project is specifically designed to secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

VISIT OUR WEBSITE AT:

<http://www.hamilton-co.org/engineer/SCIP/tip.htm>